

ANDERSEN, MEYER & CO. LTD.

# The Hongkong Telegraph.

(ESTABLISHED 1881).

69095 四拜禮 號八十月三英港香

THURSDAY, MARCH 18, 1920.

日八廿月正

SINGLE COPY: 10 CTS.  
\$36 PER ANNUM.



ANDERSEN, MEYER & CO. LTD.

## TO-DAY'S CHINESE TELEGRAMS.

### JAPANESE POLITICAL CRISIS.

Shanghai, March 17.  
Information from diplomatic circles state that the Hara Cabinet in Japan will resign on account of the revolutionary movement.

### THE STUDENTS AGAIN.

Shanghai, March 17.  
The students' organisations, owing to the Peking Government ignoring their perpetual requests to release those students arrested at demonstrations in the streets, have decided to carry on the movement in Shanghai.

### THE SOUTH AND PEACE.

Peking, March 17.  
The only demand at present made by important persons of the South in regard to peace is that the military agreement between Japan must be cancelled before the conference takes place in Shanghai. The Premier is now trying to comply with the request.

### A NEW PARTY.

Peking, March 17.  
The Premier, in order to strengthen his position, has formed a new political organisation, and over fifty members of the On Fook Club have gone over to his party.

(Other Late and Special Telegrams on Page 3.)

## NOVEL INVENTION.

### DAY BY DAY.

A BOON TO THE DEAF.

People have seen and heard of so many inventions to aid the deaf to hear, the majority of which have proved to be unsatisfactory, that there is a tendency to treat anything on the subject with scant consideration. But we have had an opportunity of seeing and testing a new instrument that is so scientific in its principle and yet so easy of understanding that it very readily convinces. By name this new invention is known as the "Acusticon" and it is manufactured by the Dictograph Products Corporation. We have all heard of the dictograph and dictograph and the new instrument is the same in principle as the latter. It consists of three pieces. The first is a highly sensitive transmitter which picks up all sounds; the second is a neat compact pocket battery, the current from which intensifies the sounds and sends them through to the third piece, an ordinary telephonic receiver. From such a description it might seem as though the equipment is rather bulky or awkward, but in reality it is not so. A man can put the transmitter in one small pocket, the small battery in another and then the only thing that is visible is the small ear-piece which is far less unsightly than the common ear trumpets. The whole instrument looks extremely neat and even if it were all visible it could never be called unsightly.

At Messrs. Lazarus, who are the sole agents in Hongkong and who have only just received a consignment of the instruments, our representative was given a demonstration this morning. Just what the "Acusticon" does is to pick up all sounds within its range and to transmit them in accentuated form. Thus it is that for a person blessed with normal hearing the instrument is hard to test because every sound, no matter how small, is reproduced. But for the deaf who will hear only the predominant voice of those speaking within range, the invention should prove a wonderful boon. Because the principle is so scientific it carries its own recommendation.

No matter how much were written it could never be so impressive as a test; and Messrs. Lazarus will be pleased to give anyone interested a thorough trial including a three days' trial to any responsible person. We can only add that any deaf people in Hongkong should make a test for themselves.

### £8,000. FOR MUSIC IN PARKS.

£8,000 will be spent by the L. C. C. next summer on band performances and entertainments in the parks. Weekly dances will again be arranged in some parks.

## CRIMINAL SESSIONS.

### TO-DAY'S CASES.

The Chief Justice, Mr. Justice Gomperz, presided this morning over the Criminal Sessions of this month.

### ROBBERY.

Ho Yon, Leung So, Li Ping and Hon Cheung were indicted on two charges, namely, for receiving stolen property, and robbery.

The following jury were empanelled:—Messrs. W. Goldenburg, A. M. Stark, P. C. Rosario, R. M. de Cunha, G. A. Gibson, Won Kong Huck, H. W. Ramsay. The first prisoner pleaded guilty to both counts, while the other prisoners pleaded not guilty.

Mr. G. H. Wakeman, the Crown Solicitor, prosecuted.

Mr. Wakeman, in outlining the facts of the case, said:—The three prisoners are charged with robbery at 178, Canton Road, Yau Ma Tei, on 15th February. The master of the shop—San Chin gold merchants shop—Li Po, will tell you that at 7 o'clock on that day he was in his shop with his fokias. Suddenly five men came in and they were threatened with revolvers and knives and a quantity of property consisting of gold beads, ten bangles and clothing was taken away. The master and fokias were tied up and released themselves after the prisoners left, and reported the matter to the Police Station. After they were arrested, the prisoners 3, 3 and 4 were identified at an identification parade held at the Police Station. Li Po will tell you that the fourth prisoner was the first man to come in and he had a revolver. He threatened Li Po with a revolver. Number 2 prisoner had a dagger and also a revolver. He was the man who actually tied the master up. The fokia will corroborate the statement of the master, and tell you that they were tied and gagged. A European sergeant will tell you that on the 16th, a day after the occurrence, the second and third prisoners, were found in a room in a house in Yau Ma Tei and underneath their bed was found a quantity of the stolen gold. The fourth prisoner was found in another house and they were subsequently identified by the master.

The Chief Justice:—I think, Mr. Solicitor, that in view of the statements made at the Police Station, you will take this case shortly.

Mr. Wakeman (to the jury):—I may tell you, gentlemen of the jury, that these men were charged at the Police Station. The second prisoner said:—"I did commit the robbery at this house." The third said:—"Po Yai (No. 1 prisoner) told me to do it. Po Yai borrowed a revolver from another man. If I refused to do it, Po Yai would kill me." The fourth said:—"Po Yai compelled me to come and commit the robbery."

Li Sai, a foki employed in the shop, stated that when the robbers entered the shop he was in the kitchen. He saw the tallest of the prisoners (No. 2) and he became very frightened. The prisoner came up to him and after giving him an orange tied his hands.

Cross-examined by the second prisoner, witness admitted that he could not swear it was the former who tied his hands. But his hands were tied by one of the prisoners. Witness was too frightened at the time to take much notice.

Nos. 2, 3 and 4 prisoners denied having made statements when at the Magistrate.

After the Judge's summing up, the jury returned a verdict of guilty.

Each prisoner was sentenced to five years' hard labour and ten strokes with the "cat".

### RESISTING SEARCH.

Keung Shing, Wong Tai, Ho Kwei and Wong Tin were indicted before the Chief Justice for being in unlawful possession of arms and resisting a search of arms. The same jury were empanelled. The first prisoner pleaded guilty to the first count, the second two friends got hold of me by the

plea guilty to the second count, while the third and fourth prisoners pleaded not guilty.

The Chief Justice:—Mr. Solicitor, from the statements and pleadings, prisoner No. 1 had a weapon. Well, they plead guilty. The other two prisoners had nothing on them. Is there any use going on against them?

The Crown Solicitor:—Yes, my Lord, for resisting arrest and search.

The Chief Justice:—The first and second prisoners plead guilty to possession of arms without a licence. Do you wish to proceed against them for resisting arrest? You accept, I take it, the plea of guilty in the case of prisoners one and two.

The Crown Solicitor:—Yes.

The Crown Solicitor, in outlining the facts, said:—Prisoners Nos. 3 and 4 are charged with resisting arrest when a search was being made for arms. On February 16th, Sergeant Cox and a number of Chinese police, on information that they received, visited 20, Wain Street, Kowloon City, which is a restaurant, to search for arms. They went upstairs and they found Nos. 1 and 2, who pleaded guilty, and also Nos. 3 and 4. When the Sergeant went upstairs he found the prisoners struggling with the Chinese Police.

The Crown Solicitor:—Yes. The Crown Solicitor, in outlining the facts, said:—Prisoners Nos. 3 and 4 are charged with resisting arrest when a search was being made for arms. On February 16th, Sergeant Cox and a number of Chinese police, on information that they received, visited 20, Wain Street, Kowloon City, which is a restaurant, to search for arms. They went upstairs and they found Nos. 1 and 2, who pleaded guilty, and also Nos. 3 and 4. When the Sergeant went upstairs he found the prisoners struggling with the Chinese Police.

The Crown Solicitor:—Yes.





THEATRE ROYAL  
HONGKONGOPENING  
TO-NIGHTTHE GREAT  
ENGLISH ACTRESSMARIE  
TEMPESTIn association with  
GRAHAM BROWNE.In a Repertoire of  
Famous "Tempest" Comedies."AN EPOCH IN THE  
DRAMATIC HISTORY OF  
THE FAR EAST."TO-NIGHT (Thursday),  
at 9.15 p.m. sharp.  
W. Somerset Maugham's Comedy

PENELOPE

FRIDAY, MARCH 19th  
THE MARRIAGE OF  
KITTY

By Cosmo Gordon Lennox.

SPECIAL MATINEE:  
SATURDAY, MARCH 20th  
at 5.15 p.m.PENELOPE  
and at 9.15 p.m.THE MARRIAGE OF  
KITTY.MONDAY & TUESDAY,  
MARCH 22nd & 23rd

The Delightful Romantic Comedy

THE DUKE OF  
KILLICRANIE

By Captain Robert Marshall.

WEDNESDAY &amp; THURS.,

MARCH 24th &amp; 25th

COUSIN KATE

By Hubert Henry Davis.

FRIDAY, MARCH 26th

OUI CAST

An Indictment. By Hubert Henry Davis.

SPECIAL MATINEE:

SATURDAY, MARCH 27th

at 5.15 p.m.

OUI CAST

and at 9.15 p.m.

Mrs. DOT

By W. Somerset Maugham.

MONDAY, MARCH 29th

Mrs. DOT.

TUES. &amp; WEDNESDAY,

MARCH 30th &amp; 31st

AT THE BARN

A Delightful English Comedy.

By Anthony Wharton.

BOOK YOUR SEATS NOW!

Plans at MOUTRIE'S.

Prices: \$6 and \$5.

SPECIAL NOTICE.—During the

Tempest Season the curtain will

rise promptly at 9.15 and for the

comfort of all concerned will you

please be seated before that time.

Management: WILFRED COTTON

NOTICE.

THE HONGKONG ELECTRIC

CO., LTD.

Notice is hereby given that

Certificate for 4 Shares Numbers

20985/20988 issued on 11th March

1889 in the name of Ip Ping

Kwan, has been declared lost,

and should the same not be pro-

duced before the 31st inst., the

same shall be deemed cancelled

and of no effect.

GIBB, LIVINGSTON &amp; CO.

Agents.

Hongkong, 13th March, 1920.

NOTICE.

The public are hereby notified

that owing to repairs to the

Tramway track at Praya East,

the road will be closed to Vehicle

Traffic between No. 2 Police

Station and Heard Street from 12

noon on Wednesday the 17th inst.

E. D. C. WOLFE.

Captain Superintendent of

Police.

Hongkong, 16th March 1920.

## NOTICE.

THE ASSOCIATION OF  
EXPORTERS & DEALERS OF  
HONGKONG.

THE ANNUAL MEETING of the Members of the ASSOCIATION OF EXPORTERS & DEALERS OF HONGKONG will be held on TUESDAY, March 30th 1920, at 4 p.m. precisely, in the CHAMBER OF COMMERCE ROOM, CHARTERED BANK BUILDING, for the following purposes:-

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1919.
2. To elect a New Committee.
3. To transact any General business.

By Order,

E. A. M. WILLIAMS,  
Secretary.

Hongkong, March 15th, 1920.

## PUBLIC AUCTION.

VALUABLE LEASEHOLD  
PROPERTY

to be sold in one lot by Public Auction on TUESDAY the 6th day of April 1920 at 3 o'clock p.m. at his Sales Rooms at No. 6 Duddell Street, Victoria Hongkong, by Mr. Geo. P. Lammert, Auctioneer.

The property consists of: All that pier or parcel of ground situate at Victoria Hongkong registered in the Land Office as Section D. of Ireland Lot No. 968 together with all the messuage and promises thereon known as No. 65 Wyndham Street. For further particulars and conditions of Sale apply to

Messrs. Wilkinson & Grist, Vendor's Solicitors, No. 9 Queen's Road Central, Hongkong, or

Mr. George P. Lammert Auctioneer, No. 6 Duddell Street, Hongkong.

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

Friday, the 10th March, 1920, commencing at 11.30 a.m. at his Sales Rooms, Duddell Street.

The Steamer "DAGMAR" as she now lies in the Menam River, Bangkok, with all her machinery, gear and appurtenances etc.

1457 tons gross Reg., 931 tons net Reg., 1800 tons deadweight capacity on 17 feet mean draft Speed 10 knots

This steamer went ashore in the Gulf of Siam, was salvaged, and towed to Bangkok, where she was dry-docked and patched up.

Inspection orders on application to the East Asiatic Co. Ltd., Bangkok.

The steamer to be at purchasers risk after fall of hammer, when purchase money is to be paid.

For full particulars apply to Geo. P. Lammert, Auctioneer.

Messrs. THORESEN & CO., Hongkong.

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

Friday, the 20th March, 1920, commencing at 2.45 p.m. at No. 17 Humphreys Building, Kowloon.

A Quantity of Valuable Household Furniture

comprising:-

Very finely carved blackwood couch, silver cabinet, chairs stools, teak bainstand and music cabinet with bevelled mirrors, casement curtains, electric ceiling and table fans, electric fittings, engravings, ornaments, carpets and rugs etc. etc.

Teak extension dining table and chairs, teak sideboard and dinner waggon with bevelled mirrors, teak card table and occasional tables, roll top desk, crockery, glassware, cutlery, etc. etc.

Double and single brass and iron bedsteads, teak double and single wardrobes with bevelled mirrors, teak marble top dressing table and washstands, teak couch and chairs, toilet set etc. etc. including one very fine camphor wood Bedroom Suite.

Also:-

Pots plants, bamboo blinds, pan-

try & kitchen requisites

And

1 American Ice Chest

On view from Thursday, the 25th inst.

Catalogue will be issued.

Terms: Cash on delivery.

Geo. P. Lammert, Auctioneer.

## NEW ADVERTISEMENTS.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Friday, the 19th March 1920, commencing at 10.30 a.m. at No. 5 Godown of the Hongkong & Kowloon Wharf & Godown Co. Ltd., Kowloon (more or less damaged by Seawater)

29 bags Shrimps  
1000 boxes Pearl Barley  
3 bags Awabi  
2 cases Envelopes  
8 packages Paper  
85 cases Rolled Oats  
10 cases Cheese  
11 cases Cod Fish  
25 cases Sugar Corn  
5 cases Tomatoes  
15 cases Salmon  
2 boxes Apples  
2 boxes Prunes  
3 cases Lobsters  
1 box Raisins

Terms: Cash on delivery  
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Mr. George P. Lammert Auctioneer, No. 6 Duddell Street, Hongkong.

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

Tuesday, the 18th May, 1920, commencing at 3 p.m. at his Sales Rooms, Duddell Street.

The Steamer "DAGMAR" as she now lies in the Menam River, Bangkok, with all her machinery, gear and appurtenances etc.

1457 tons gross Reg., 931 tons net Reg., 1800 tons deadweight capacity on 17 feet mean draft Speed 10 knots

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Teak extension dining table and chairs, teak sideboard and dinner waggon with bevelled mirrors, teak card table and occasional tables, roll top desk, crockery, glassware, cutlery, etc. etc.

Double and single brass and iron bedsteads, teak double and single wardrobes with bevelled mirrors, teak marble top dressing table and washstands, teak couch and chairs, toilet set etc. etc. including one very fine camphor wood Bedroom Suite.

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VICTORIA THEATRE,  
(DES VOEUX ROAD),  
HONGKONG.HUMPHREY BISHOP  
COMEDY & OPERATIC COMPANY.

5  
5 nights only  
5 nights only  
5 nights only  
5 nights only

NEW PROGRAMME EVERY NIGHT  
at 9.15 p.m.

Saturday, March 20th. L. TROVATORE (excerpts) & TIT BITS (from Vanderville).

Sunday, March 21st. F. UST (excerpts) and New Vanderville.

Monday, March 22nd. Programmes to be announced later.

Tuesday, March 23rd. Wednesday, March 24th.

Book Early! \$3, \$2 & \$1. Book Early! Book Early!

Booking now open at MOUTRIE'S.

VICTORIA THEATRE  
HONGKONG

## TO-NIGHT

(Thursday, 18th March at 9.15 p.m.)

## NOTICES.



Sole Agents. Connell Bros. Co.

## 1920 CATALOG No. 92

## Now Ready.

Our 500-page, profusely illustrated catalog of General Merchandise, Foodstuffs and Machinery is now ready.

The general increase in price of all merchandise makes it more than ever desirable to exercise the greatest care in buying. A comparison of our prices with those locally in effect will show that we offer a worth-while saving.

## Everything You Want.

In the new catalog you will find illustrated, described and priced, practically everything you want for the HOME, OFFICE, FARM, SCHOOL or HOSPITAL. Groceries, Dry Goods, Clothing, Furniture, Electric and Sporting Goods, Gas Engines, Auto Supplies, Bicycles, Farm Implements, etc., etc.

## New Shanghai Office.

To better serve our clients, we have taken up our permanent residence in the new INTERNATIONAL TRADE BUILDING, SHANGHAI, which will be occupied about April 1, 1920.

For free copy of our 1920 Catalog, apply to MONTGOMERY WARD & CO.

12, NO. 1512 ROAD, SHANGHAI.

WHOLESALE & RETAIL. We guarantee that any merchandise purchased from us will be found upon arrival to be exactly as represented in the catalog.

We Guarantee Safe Delivery.

## MONTGOMERY WARD &amp; CO.

Manufacturers and Exporters of General Merchandise

Chicago, U.S.A.

## CONSIGNEES.

## THE ADMIRAL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "ELKTON"

having arrived from Seattle via ports, on March 17th, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on March 22nd, by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after March 24th, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

## U. S. SHIPPING BOARD.

## EMERGENCY FLEET CORPORATION.

## PACIFIC STEAMSHIP CO.

Hongkong, 16th March, 1920.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "BENAVON."

From MIDDLESBRO, LONDON and STRAITS.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims against the steamer must be presented to the Under-signed on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 10 a.m. and noon within the free storage period.

All claims against the steamer must be presented to the Under-signed on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 10 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd March, will be subject to rent.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd March, will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 30th inst., or they will not be recognized.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd March, will be subject to rent.

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## The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 18. 1920.

## BRITISH ENGINEERING.

At the present time, when strong efforts are being made to maintain British commercial prestige in the Far East, Hongkong is vitally interested in the state of the engineering industry in the Old Country, for it is on Britain's ability to "deliver the goods" that the success of the trade campaign must depend. It is worth while, therefore, to take a glance at conditions at home. At the beginning of last year, the engineering industries of the British Empire had already started to convert themselves rapidly from a war to a peace footing. Throughout the British scientific world there was a quick appreciation for the need of speeding up *useful* production; we are wont to deprecate British "slowness" but the past year has, indeed, been a revelation. The effects of putting our hands early to the plough are being felt already; production is increasing, the export of manufactured goods has begun to rise and, true to our British habits, we have early recognised the insistent claims both of skilled and unskilled labour, and it is now happily true that Great Britain is much farther advanced towards the peaceful solution of labour troubles than ever had been hoped. The fact that the Ministry of Labour has now taken over and improved the machinery for dealing with labour disputes augurs well for the smooth running of our engineering industries in peace. It must, of course, be recognised that the period of preparation is necessarily long, but we are rapidly losing our old national inability to adapt ourselves. The recent Automobile and Transport Exhibitions, held respectively at Olympia and the Agricultural Hall, should quickly dispel any doubts as to this.

We are informed that new and bold engineering enterprises are already being established in the Old Country. One large firm of steel manufacturers is wisely establishing a works in South Wales to house a "sintering" plant. This will be the first of its kind in Great Britain; it is a method of treating an iron ore of a class hitherto regarded as being too costly to work. British adaptability has come in here; the high prices and shortage of pig iron enable advantage to be taken of this method. Then also throughout the war there was a growing demand for the supply of Portland cement to British standard specification, both for home consumption and for export and, at the same time, the Continental source of supply failed. Experts compute that the demand will exceed the supply for at least ten years to come. British engineers quickly appreciated the shortage and as early as February, 1919, had started to construct an entirely new works—one of the biggest of its kind—on the banks of the Thames. That factory will be equipped with the most modern plant, including some of the largest rotary kilns in existence. Before the close of 1920 this works will be turning out three thousand tons of cement weekly. The construction of additional units is only a matter of time and by 1921 the output is expected to be nearly half a million tons per annum. This enterprise shows great engineering foresight and will increase the manufacture of cement in England by over 25 per cent. Much could be written of developments in the "air" industry, but what is being accomplished in this sphere is well reflected in recent long-distance flights. At sea, much secrecy has necessarily had to be observed by the Admiralty and much progress is still hidden from us. It is, however, no secret that many thousand pounds have been spent in experimental work on the development of the "Still" engine and a close study of thermodynamics has now produced in a practical form the long-looked-for combination of the internal combustion and steam engines. It is no mean achievement to have lowered the fuel consumption of crude oil to .35 lbs. of fuel per brake horse power per hour. Here is another triumph for British engineers, and the technical world eagerly looks forward to the early commercial adoption of this engine in marine work. Already British marine engine-builders are applying for licences to construct these engines.

This brief article would not be complete without one other reference, namely to the work of the British Engineering Standards Association. The work of this body is too little known abroad and in the Colonies to-day. It is, however, one of the most highly efficient organisations we possess, and it may be said without hesitation that, through the standardisation of mechanical component parts, it has done more than anything else to bring down the cost of manufacture and to place our British engineering industries in a sound position to-day as any in the world.

## NOTES &amp; COMMENTS.

## OUR HARBOUR.

Hongkong has seen a very full harbour these last few days. On Tuesday there must have been nearly a record entry of shipping, in addition to the arrival of the Empress of Asia no fewer than seven Blue Funnel boats were in port, and the P. and O.s.s. Khiva also came in, in addition to quite a number of the ordinary coasting vessels. Recent reference has been made to the need that exists for the improvement of the harbour, but the unfortunate part of that reference has been that most people seem to think that harbour improvements are things for the future, whereas in fact they are things for to-day. In most public matters there is far too much talk of the future—everything is left for some other time, and so there arises a continual incentive to procrastinate, to leave things over until to-morrow. One has only to look at the vastly increasing amount of tonnage now operating on the Pacific, the majority of which will have its terminus in Hongkong, to realise the need there is for Hongkong to be made doubly attractive. Only this week we have announced that new passenger boats are being allocated by the United States' Shipping Board for the America-Orient run, and it is certain that as time goes on the volume of Pacific trade will grow even larger. At the moment it is quite true to say that there is no port in South China which can hope to rival Hongkong in its facilities catering for the trade passing to and from the southern interior, but it should not be left until the days of competition before Hongkong makes a move to render the service it can give attractive in every possible way. Not only is there the problem of providing decent berthing for all ships that arrive and the necessity of hurrying on the Chinese officials to complete the railway communication, but such matters as housing, hotel accommodation, storage room and all those other essentials that go to make up a well-equipped and thriving port ought to be given earnest and urgent consideration. Our local Resources Development Committee could well occupy their time with the whole of this subject, for in its proper handling and development lies the prosperity of everything connected with the Colony. All things else are subservient to it and it is fine that we saw some being done which could convince the community that the Government is alive to that fact.

## THE WIRELESS CHAIN.

So Hongkong is not going to be overlooked after all in the projected Imperial wireless scheme. Reuter has given us an interesting digest of the scheme drawn up by the Marconi Wireless Company, and if the Home Government approves of what has been suggested, the Empire will possess a network of wireless of almost inestimable value. There is no necessity for us to go through the proposals in detail here, because it is safe to assume that all interested read them in the telegrams, but we will only stay to remark that matters have been such a long time in coming to a head that it is to be hoped, now something definite has been formulated, that there will not be so very much more delay. The Hon. Mr. H. E. Pollock had an illuminating reply to a recent question in the Legislative Council on the subject. Over nine months ago he asked as to whether any steps were being taken to include Hongkong in the proposal, and when he recently asked if any news had been received from the Home Government was told that no reply had been received in answer to this Government's query. We commented at the time on the seemingly needless delay, but it is gratifying now to learn that the matter has not been shelved. The old saying reads—"Everything comes to them that wait"; and it seems that when dealing with the Home officials, waiting is all that one can do. On many very important points we are still "hung up" because of no pronouncement from Home, and if any arguments were needed at this stage in added favour of self-government none stronger could be adduced than a few examples of the seeming indifference of the Home permanent officials. Congestion in the Colony has almost reached a limit point and the City portion has long been restricted in growth by the lack of room for expansion. The recently-raised question of the military monopoly of

land is urgent. To bring about an occupation of that land for civil purposes might be expensive, but it could never be so costly as the prolonged restriction of the City will prove. The matter may have been sent Home by this time for consideration or it may not. But even if it has, what hope is there of anything being done in time to reap the most benefit? Looked at in every way, it seems as though the Colony is being vitally handicapped because the people who should be doing something have not the necessary power.

## DAY BY DAY.

THE POPULAR MAN AND THE MAN OF TRUE, AT LEAST OF GREAT, ORIGINALITY, ARE SELDOM ONE AND THE SAME.—Carlyle.

A boxing tournament is being held at the Kowloon British School on Saturday at 5.45pm.

"Spectator."—We have passed your letter on to the paper in which the correspondence with which you deal originally appeared.

The Canton Amateur Theatrical Society is to present the farcical comedy, "Ann," at the Canton Club Theatre on Saturday night.

Playing in the Basket Ball League at the Y.M.C.A. last night the American Athletic Club beat South China by 20 to 5, and University "B" beat Queen's White by 14 to 8.

The Douglas Company's newly-acquired boat, the *Morialta*, which is to be renamed the *Hailoong*, is to make her first trip for the Company on the 23rd inst., when she will leave for Coast ports. Capt. E. Walker will be in command.

The *Marie Tempest* season opens at the Theatre Royal to-night, when "Penelope" will be staged. It is seldom that Hongkong gets an opportunity of seeing such a famous actress. To-night's play should be deeply enjoyed—it is one in which *Marie Tempest* has great scope for clever acting.

George Carter had drunk himself to sleep at a public place at Wanchai when the Police gathered him into their arms. He paid bail of \$5 at the Wanchai Station and lost it this morning by failing to answer his charge when the case was called before the Magistrate. Doubtless a return to consciousness had brought with it a little more wisdom.

The repetition of the recital by Professor Danenberg's pupils, at the City Hall last evening, drew quite a large audience, and all present greatly enjoyed the various items. The skilful manner in which the pianists played most difficult pieces showed how well they had been trained. Mrs. H. A. Jones again kindly assisted by singing two songs, which were much enjoyed.

The s.s. "Robin Gray," which the Admiralty Line have chartered, arrived from Seattle on the morning of March 16th. From Hongkong she loads a full cargo of rice for Cuban ports. This steamer was built by the Shinner and Eddy Corporation, Seattle, for their Robin Line S.S. Co. At the present time they have four of these boats operating, and have four more on the ways, which are expected to be launched in the near future. This type of vessel is considered one of the best steel ships put out by any American shipyard.

We understand that the Committee of the Victoria Recreation Club are now arranging to revive the holding of their annual athletic meetings which were held in abeyance for several years on account of the war. These meetings were formerly an athletic event of the Colony for longer than most of us can remember, and we hope that the Committee will receive every encouragement from the athletic youth of the Colony to carry on the project which they have in view. The meeting now under consideration will be open to all gentlemen amateurs of the Colony, as formerly. Meantime particulars may be obtained from the Hon. Secretary of the Club. Date of meeting and all other details will be published later.

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In getting about, one hears a good many little things. In addition to the above piece of information I could tell of some others. Of course, we all know that the China Light and Power Company of Kowloon, are going to put their cables underground in the near future. That will do away with the present dangerous overhead system, and it will also mean that whether there is a typhoon blowing or not the people of Kowloon will still be able to have their

## EN PASSANT.

I wonder how many readers have felt inspired at one time or another to make a speech but yet have lacked the nerve? That's just how I felt at the annual meeting of the St. George's Society on Monday evening. I wanted to be eloquent, to carry my audience along with me, but all my enthusiasm was controlled by want of pluck. It's a fearful admission to make, I know, but perhaps there will be one or two sympathisers. Anyhow, I am going to make that speech right now. In the comforting confines of my own room I shall talk to myself as I wanted to talk to others. Here goes:

"Mr. Chairman:—Before we go any farther with this very dull meeting, it might be just as well if we took stock of ourselves. I take it that this is a formally convened meeting, and we have listened to a formal presentation of a statement of accounts and to a very formal speech in attempted explanation, more or less interesting. But, sir, don't you think that we are something more than a formal Society? Why is it that we cannot follow the common practice of having circulated among members an annual printed report containing the balance sheet, and having appended to it a complete list of members' names? Such report could also contain the notice convening the meeting. Members would then feel that they belonged to a Society that had more life than one that just contents itself by advertising in one of our daily newspapers its most important meeting of the year. Are we going to put nothing on record besides a Chairman's extempore speech at a meeting?

Should we not have a properly drawn up annual report every year to form the nucleus of what ever history the Society is destined to enjoy? And should not our annual meetings be something a little removed from this dull, unenthusiastic gathering of a few at which we have heard nothing calculated to encourage our membership? We are rightly proud of England and all that she stands for, but this gathering of Englishmen has an atmosphere little removed from boredom. Everything seems to be left in the hands of our Society's officials and we hear nothing except what the Chairman, or Secretary or Treasurer care to give us at this meeting. And a meeting of Englishmen like this should be made an opportunity to review what England has done since we last met. The meeting itself should carry some significance over and above the formal transaction of formal business. We have just elected a new Committee and put a number of new men on it, and I trust that they will see to it that the next annual meeting of the Society is different in character and spirit to this present spiritless and uninspiring gathering."

That was where I should have sat down amidst applause from the backbenchers and then we might have had some further talk on the same lines. The idea that I have tried to express could be very much more forcibly put and could be added to considerably. But all who attended the St. George's meeting must feel that something ought to be done to make the meeting a little more attractive.

We understand that the Convention to be held in Tientsin in the first week of April promises to be at least four times larger. If enough conventions are held in China, by and by everybody will know that the special governmental credentials issued represent a Hong-Kong Shanghai banknote only in size, not in colour or monetary value. We shall soon be getting the convention habit in China just as has happened in other parts of the world and even the ticket sellers will know how to proceed.

For this Y.M.C.A. Convention more than the usual liberal reductions have been granted. Word has just been received in the National Office of the Y.M.C.A. that the Government has granted the rate of one fare for the return journey. In addition, there is this good news to those living on the coast. Delegates travelling in groups to the Convention will be granted reduced rates by these four steamship companies: Butterfield & Swire, Jardine-Matthewson; San Peh Steam Navigation Company and the China Merchants Steam Navigation Company. The solution of the transportation problem both by water and by rail in this matter of rates will increase the number of delegates.

As the date for the opening of the Convention draws near, the list of national figures to participate in the Convention activities grows longer. Further confirmatory word has gone out from Tientsin to all the large Y.M.C.A. centres in China that Ex-President Li Yuan Hung has so arranged his work as to be present at the opening of the Convention to speak in person. This word from General Li should be reassuring to those who suspect that his interest might go further than to send a representative who would read a speech in such high Wanli that no one could understand it until it was written down. General Li promises to be there in person.

That was where I was taking a walk over the Kowloon City side the other week-end and it struck me what a number of ideal sites there are over there for factories. I had previously caught a whisper to the effect that many applications had been made to the Power Company for "juice" when they get the new works completely erected and working, and it was fairly simple to visualise the time when on the mainland we shall be having many factories busily engaged in manufacturing a good many of the things we now import. The railway is fairly handy and when we do get that promised Canton-Hankow line the whole aspect of our nearer portions of the New Territories might very easily be changed. Everything seems to be ripe for it except the people who would benefit most.

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## Y.M.C.A. TIENTSIN CONVENTION.

## CHEAP TRANSPORTATION PROMISED.

It is not often in China that eight hundred or a thousand people from all over the country concentrate in one spot for only a few days, to hold a few meetings and then scatter again to their respective homes. This happens so infrequently that the transportation problem involved in a big convention such as the Tientsin Y.M.C.A. affair promises to be not easy of solution.

The largest convention of doctors ever held in China was recently held in Peking. Many weeks before the opening date, February 21, careful plans were made by a transportation committee and the railroad officials. It was difficult for the committee of doctors to say to the railroad officials just how many doctors let us say from Shanghai and vicinity would be able to get away from their work and actually board the trains for Peking. Whatever the reason, it happened that eighteen doctors found themselves in Pukow without accommodations to get on any further. There was also some difficulty in the matter of getting the ticket sellers all along the line to understand the significance of the six sheets of credentials with which each doctor was armed from Peking to show that he was really entitled to the reduction offered. However, two hundred and seventy-seven doctors got through and had a fine convention.

Close on the heels of this medical convention comes the Y.M.C.A. Convention to be held in Tientsin in the first week of April. The attendance at this Convention promises to be at least four times larger. If enough conventions are held in China, by and by everybody will know that the special governmental credentials issued represent a Hong-Kong Shanghai banknote only in size, not in colour or monetary value. We shall soon be getting the convention habit in China just as has happened in other parts of the world and even the ticket sellers will know how to proceed.

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## KOWLOON HOSPITAL.

## AN URGENT NECESSITY.

From the Hon. Secretary of the Kowloon Residents' Association we have received the following copy of a letter addressed to the Government:

February 17, 1920.

Hon. Mr. Claud Sevren, C.M.G., Colonial Secretary.

Sir,—I am instructed by my Committee to invite the earnest attention of the Government to the urgent necessity that continues to exist for the establishment of a hospital in Kowloon.

The frequency of cases in which patients in *extremis* have had to undergo the painful discomfits which transportation across the Harbour involves has caused my Committee to view with grave concern the absence of a hospital for Europeans on the peninsula. I am further instructed to respectfully suggest to the Government that, pending the erection of a permanent hospital, a structure to serve as a temporary hospital, to "contain at least 12 beds, should be immediately erected, or, in the alternative, that suitable premises be requisitioned for and appointed as a temporary hospital for the reception of cases demanding immediate medical attention and experienced nursing.

I have the honour to remain, Sir,

(Sd.) W. JACKSON,

Hon. Secretary,

Kowloon Residents' Association.

## KOWLOON SCHOOL.

## UNFURLING OF FLAGS.

The Kowloon British School is now the proud owner of two very useful acquisitions—a flag-staff and a barometer—which are the gifts of two Kowloon residents, namely Mr. B. L. Frost and Mr. W. Graham. The flag-staff, which is a fine one, stands imposingly in an enclosure in front of the School and gives it a fresh dignity. Under the fostering care of the Head Master, this School has made rapid progress in its studies and athletics, and the ceremony of "breaking" the school flag yesterday marks a further step forward.

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## CORRESPONDENCE.

To the Editor of the Hongkong Telegraph  
THE L.M.S.

Sir.—Thanks for inserting my appeal for the funds of the London Missionary Society so adversely affected by the high rate of exchange.

Including Surya's collections, £1,671.35 have been received so far. The fund is still open. Donors are heartily thanked.

Yours etc.  
J. KIRK MACONACHIE,  
Union Church, March 18th, 1920.

## PAY ON THE CHINA COAST.

## A POINTED LETTER.

We have received the following for publication:

Sir.—When "Ajax" writes on the shipping position, as regards the arbitration, in tonight's *Telegraph*, is he writing off his own bat, or is it just a bit of propaganda put out by the S.P.S. of which he is acting pro tem. as the mouth-piece? It looks remarkably like the latter. Certainly "the whole thing has been badly handled," but not by the shipowners. If the Guild and Association had been anything but debating societies, the demands would have been put forward twelve months ago, as was done in Singapore, when they got more than they asked for from the Government Commissioner. The time is *ripe*, very much so, for asking "the shipowners to pay enhanced salaries". During the war there were no demands put forward, though the shipowners were doing better than they had ever dreamed of doing, even though they only got one-third of their profits. This one-third was better than their whole profits before the war. "Even if some of the masters and engineers are making good money outside their pay," is that any reason why the rest—the large majority too, incidentally—should still get the same wages as they were getting four years ago? Where else in the whole world will you find a body of men getting the same wages as they were getting four of even two years ago?

I quite agree with you that the shipowners' books should be far more illuminating than mere general statements, but these books should be produced sufficiently far-back-to-enable-comparison between pre-war, war, and post-war profits. It is only the exchange that conceals the poorness of the pay, to-day, on the China Coast in outside Companies. With a normal exchange, the China Coast is to-day the worst paid trade in the whole of the British Empire and it is not so long ago that it was the best. Singapore is streets ahead of the China Coast in regard to pay and conditions and then compare the difference in navigational conditions between the two! Singapore is 90 per cent. home trade and fine weather conditions, whilst Hongkong is 90 per cent. of nearly the worst conditions in the world. When there's not strong N.E. monsoon there's fog; when there's not fog, there's typhoon; and all to be tackled in old tubs which are condemned for service, in other parts of the world, as unseaworthy or unfit, but which come up to China and run for years! No, Sir, the cry of "pity the poor shipowner" is a wash-out, and it's high time that China Coast conditions were brought into line with more up-to-date localities.

Yours etc.  
SHELL BACK,  
Hongkong, March 17, 1920.

## WELCOME RETURN.

HUMPHREY BISHOP CO'S VISIT.

Most people in Hongkong remember the visit of the Humphrey Bishop Comedy and Operatic Company in 1916 and they will doubtless have been pleased to see by our advertising columns that the Company is paying the Colony another visit.

Since the Company was last in Hongkong it has travelled much, including not only the whole of the Far East, but Africa and India. The Company was reformed in Africa in the autumn of 1918 and since that date has had a tour which speaks volumes for the enterprise of Mr. Humphrey Bishop. The number and variety of the places he has visited is legion and, to crown all, he has the honour of being the first proprietor of a theatrical company to tour Mesopotamia. At that time the country was still under military occupation and so sanction of the authorities had to be obtained. General Headquarters gave all the assistance that it could, for it realised what a beneficial effect a visit by a first class professional company would have on the spirit of troops eagerly awaiting demobilisation. But even with this assistance there were very many difficulties to be overcome and quite a number of little hardships to be endured. In Baghdad, where the Company played for eleven weeks and also produced a successful pantomime, accommodation for the whole company was confined to an Arab house with ten rooms. Furnishing can be well imagined. In the matter of theatres, too, the tour was rich in adventure, many improvised structures having to be hurriedly made as suitable as possible for the presentation of a show.

We have had an opportunity of seeing a book of cuttings dealing with the Mesopotamia tour, and it constitutes a wonderful record of perseverance in face of difficulties and of enthusiastic appreciation on the part of men who were longing for some decent relaxation to lighten the burden of monotonous military service.

Since the tour mentioned above the Company has been making its way back to the Far East and has been welcomed wherever it has given entertainments. The Company arrives in Hongkong at a time when entertainment is being fully catered for, but there should be no lack of support. The Victoria Theatre has been booked and the opening performance takes place on Saturday evening. The Company is only staying for five days.

Having regard to the nominal prices being charged and also to the fact that it is like welcoming back old friends, there should be good booking business done by Messrs. Mouries, where plans can be seen.

## HEADACHE FOR DAYS.

## A SIGHT OF DISTRESSED NERVES.

There are few ailments that cause more genuine misery than nervous, neuralgic, or sick headaches. Only those who have endured suffering for days at a stretch realise the agony of the victims. Light and noise increase the pain; food is unthought of, for it only adds to the distress. When the attack is on there is little to be done until it passes away. This may mean hours, or it may mean days.

Nearly every victim of headache suffers from thin blood, also weak nerves, the latter being the result of the former. The most successful treatment therefore, for headaches is a remedy that will rebuild the blood so that it can nourish the starved nerves.

This process of strengthening thin blood and weak nerves is being accomplished on all sides by Dr. Williams' pink pills for pale people. These pills contain the elements that make new blood; and as the nerves get their nourishment from the blood, Dr. Williams' pink pills have been found invaluable in a wide range of diseases of the blood and nerves, such as rheumatism, after-effects of influenza, neuralgia and neurasthenia or nervous breakdown.

If you are not fit Dr. Williams' pink pills will help you to health. Get a supply now from any dealer, or direct and post free, one bottle for \$1.50, (six for \$8) from Dr. Williams' Medicine Co., 96 Szechuan Road, Shanghai.

"Nerves and Their Needs" is a little book that will help you to avoid nerve troubles. Send a postcard for a free copy of it to the above address.

## NOTICES.

## DAIRY FARM NEWS.

## FISH! FISH!

FINNAN HADDOCK	—60 cents per lb.
FILLET HADDOCK	—65 "
KIPPERS	—45 "
SALT SIBERIAN SALMON	—20 "

New shipment just arrived.

We now have for sale  
COULOMMIER CHEESE  
DEVONSHIRE CREAM.

## THE DAIRY FARM, ICE &amp; COLD STORAGE COMPANY LIMITED.

## CAL-PA-CO

## PURE MARINE PAINT

CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

INTERIOR DECORATION  
CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE  
CALIFORNIA PAINT CO.

Sole Agents  
GERIN, DREVARD & CO.  
HOTEL MANSIONS.

## NOTICES.

## SHOE SALE

COMMENCING

MONDAY 15th

FOR ONE WEEK ONLY.

USUAL PRICES \$15.00 and \$18.00 pr.

SALE PRICES

\$7.50 \$8.50 \$9.50 pr.

CASH ONLY.

J. T. SHAW  
SPECIALIST IN MEN'S WEAR  
NEXT DOOR HONGKONG HOTEL.

Wm. Powell Ltd  
TELEPHONE 346

## "ATLAS" REGD PYJAMAS

IN LIGHT,	PRICES
MEDIUM	\$4.50 \$5.75 \$7.75
AND	\$8.75 & \$10.50.
HEAVY	

"VIYELLA"  
best quality only.

\$13.50.

UNSHRINKABLE MATERIALS  
IN NEAT DESIGNS.

## THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP)

16, DES VŒUX ROAD.

TEL 1322.

## CHAMPAGNES

## DELBECK

HELIOS BRUT VIN 1911

## GOLD LACK

DEUTZ & GELDERMANN EXTRA SEC

## POMMERY &amp; GRENO

SEC & EXTRA SEC

SOLE AGENTS

CALDBECK, MACGREGOR & CO.

(Telephone No. 75.)

## COPPER QUEEN BELTING

CERIN, DREVARD & CO.  
4th Floor Hotel Mansions: Tel 114.  
and at Canton.

SKOOKUM PACKING

## NOTICE.

## THE GREEN ISLAND CEMENT CO., LTD.

## THE THIRTY FIRST ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS

OF THE COMPANY will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong on Saturday,

the 20th day of March, 1920, at 11.30 o'clock in the fore-

noon for the purpose of receiving a Statement of Accounts and the Report of the Directors

for the year ending 31st December, 1919 and declaring a Divid-

end.

The TRANSFER BOOKS of the Company will be CLOSED from

THURSDAY the 11th March, 1920 until SATURDAY, the 20th

March, 1920, both days inclusive.

By order of the BOARD OF DIRECTORS.

Hongkong, 5th March, 1920.

## NOTICE.

## THE HONGKONG TUTORIAL &amp; EDUCATIONAL INSTITUTE

43, Bonham Road.

Opposite the University

Tel. No. 732. P.O. Box, 593.

Principal

JOHN P. JONES, B.Sc., M.E. Min.

The Institute affords Special Pre-

paration (Class and Private, Day and

Evening, Oral and Correspondence)

for University Matriculation and

Degree Examinations.

New Session has now commenced.

Tutorial Classes are being conducted

in English, Mathematics, Trigonometry,

Mechanics, Physics, Chemistry,

History, Geography, Latin and

French, for Hongkong University

July Examinations.

Private Tuition can also be had in

these subjects.

Prospectus on application.

## PACIFIC SHIPPING.

**CP** **OS**

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki ("Maji") Kobe & Yokohama) FROM DUE STEAMERS. HONGKONG, VANCOUVER.

Empress of Japan	Mar. 29	Apr. 19
Monteagle	Mar. 30	Apr. 24
Empress of Russia	May 6	May 24
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
Monteagle	June 4	June 28
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 5	Aug. 29
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11

Passage Fares Hongkong to United Kingdom.

EMPEROR OF JAPAN	Gold	EMPEROR OF JAPAN	Gold
EMPEROR OF JAPAN	1,550.00	EMPEROR OF JAPAN	1,485.00
EMPEROR OF JAPAN	1,550.00	EMPEROR OF JAPAN	1,485.00

Passage and sailing subject to change without notice.

HONGKONG OFFICE. Telephone 722. Cable address GICANPAO.

CANADIAN PACIFIC OCEAN SERVICES

**THE ADMIRAL LINE**

**PACIFIC STEAMSHIP COMPANY**

TRANS-PACIFIC FREIGHT SERVICE. Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER. (Calling at Shanghai and Kobe.)

"ELEKTRON" ... About Mar. 19 "ICONIUM" ... About May 25  
"ELDRIDGE" ... Apr. 2 "CROSSEYES" ... June 2  
"CITY OF SPOKANE" ... Apr. 23

For PORTLAND direct. (Calling at Shanghai and Kobe.)

"COAXET" ... About April 17th.  
"WABAN" ... May 15th.

NOTICE: BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS. FOR FREIGHT AND PARTICULARS APPLY TO THE ADMIRAL LINE.

Telephone 2477 & 2478 5th Floor, Hotel Mansions.

## FOR NEW YORK &amp; BOSTON.

## THE U. S. SHIPPING BOARD.

## S.S. "BENSALEM"

ABOUT APRIL 10TH.

Via PANAMA.

## S.S. "WEST WIND"

ABOUT APRIL 17TH.

Via PANAMA.

## THE ADMIRAL LINE

Telephones 2477 &amp; 2478

AGENTS. 5th floor Hotel Mansions.

## For NEW ORLEANS.

## THE U. S. SHIPPING BOARD

For freight space and particulars apply to:

## THE ADMIRAL LINE

TELEPHONE 2477 &amp; 2478.

5TH FLOOR Hotel Mansions.

## PACIFIC SHIPPING.

## PACIFIC MAIL S.S. CO.

## U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS  
"ECUADOR," "VENEZUELA" & "COLOMBIA"  
HONGKONG TO SAN FRANCISCO  
Via Shanghai, Kobe, Yokohama & Honolulu.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE  
SAILINGS FROM HONGKONG AT NOON.  
S.S. "ECUADOR" ... Wednesday, Mar. 24th.

The following U.S. Shipping Board vessels  
S.S. "WEST MINGO" Friday March 18th, for San Francisco, via Shanghai, Yokohama and Honolulu.  
S.S. "ARCHER" Friday March 19th, for San Francisco via Shanghai, Yokohama and Honolulu.  
S.S. "WEST KASSON" Late April, for Baltimore, via Suez and usual ports of call.

## HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE FAULK" Thursday Mar. 18th, for Madras via Suez, Singapore, Port Swettenham, Penang, Rangoon & Calcutta.  
S.S. "JACOB" Monday March 22nd, for Madras via Suez, via Port Swettenham, Penang, Rangoon and Calcutta.

Cargo accepted on through bills of lading to Baltimore, Havana, Central and South American ports.

For further information apply to:

PACIFIC MAIL S.S. CO.  
Hotel Mansions, Cable Address "SOLANO."  
TELEPHONE 141.

## TOYO KISEN KAISHA.

SAN FRANCISCO LINE  
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

PAST AND LUXURIOUS MAIL STEAMERS.  
SAILINGS FROM HONGKONG. Subject to change without notice.

Steamers	Tons.	Leave Hongkong.
SHINYO MARU	22,000	1st April.
SIBERIA MARU	21,100	1st April.
PERSIA MARU	9,000	11th April.
KOREA MARU	20,000	3rd May.
TENTO MARU	21,000	24th May.

Arriving call at Shanghai.

## SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.  
SAN FRANCISCO, SAN PEDRO, SALINAS CRUZ,  
BALBOA, CALLAO, ARICA AND IQUIQUE.

HENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.  
Steamers. Tons. Leave Hongkong.

Steamers	Tons.	Leave Hongkong.
KIYO MARU	17,800	12th July.

Steamers are interchangeable with the Canadian Pacific Ocean Services, Ltd., and the new Canadian Pacific Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailing, etc. apply to:

T. DAIGO, Manager, KING'S BUILDINGS.  
Telephone Nos. 2374 & 2375.

## CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS:  
"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Mar. 25th, 1920. May 15th, Mar. 25th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent,  
Princo's Building, Ice House Street. Tel. 1344.

## STRUTHERS &amp; DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai, China, Manila, P.I., Kobe, Japan and Hongkong.  
Operating the following Far Eastern services for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For Seattle & Vancouver. For San Francisco.

"WEST JESSUP" 2nd half Mar. "COLORADO SPRINGS" 20th Mar. "WEST CACTUS" 29th Mar.

ALSO Amalgamated with

Metropolitan Shipping Co., New York. Green Star Line, New York.

Operating Baltimore via Panama service, to the Far East.

Arrivals and sailings to be announced later.

Through rates quoted and through bills issued to all overland points in U.S. and Canada.

Tel. 3008.

HONGKONG OFFICE: 1ST FLOOR, POWELL'S BUILDING.

## FOR NEW YORK.

## PRINCE LINE FAR EAST SERVICE.

"GAELIC" "PRINCE" VIA PANAMA CANAL 15th April.

"PERSIAN" "PRINCE" VIA PANAMA CANAL 2nd half May.

Steamers proceed VIA PANAMA OR SUEZ CANAL at Owners' option.

For freight and further particulars, apply to:

SHEWAN TONES & CO.  
Agents.

## PACIFIC SHIPPING.

## DOLLAR LINE.

SAILINGS FROM HONGKONG FOR

NEW YORK VIA PANAMA.

## STEAMER

## SAILING DATE

"MELVILLE DOLLAR" ...	MARCH 19TH.
"HAROLD DOLLAR" ...	APRIL 14TH.
"M. S. DOLLAR" ...	MAY 19TH.
"BESSIE D. LLAR" ...	MAY 26TH.
"GRACE DOLLAR" ...	JULY 18TH.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars for freight apply to:

THE ROBERT DOLLAR CO.  
GENERAL POST OFFICE BUILDING

TEL. 795.

792.

## SAILING DATES.

## EUROPE, U.S.A. ETC.

Dunera	P. & O. Co.	Mar. 18
Archer	P. M. Co.	Mar. 19
Malville	D. R. D. Co.	Mar. 19
Muncaster	C. R. M. Co.	Mar. 19
West Mingo	A. L.	Mar. 19
Shidzuoka M.	N. Y. K.	Mar. 19
Shinyo M.	N. Y. K.	Mar. 20
Tjima M.	N. Y. K.	Mar. 21
Endicott	A. L.	Mar. 22
West Harts	R. D. Co.	Mar. 22
Glymont	R. D. Co.	Mar. 22
West Ira	R. D. Co.	Mar. 22
Andes M.	O. S. K.	Mar. 22
Nanking	C. M. Co.	Mar. 25
China	C. M. Co.	Mar. 25
Tango M.	N. Y. K.	Mar. 28
Pawlett	A. L.	Mar. 29
Changsha	B. & S.	Mar. 29
Pilsna M.	D. & Co.	Mar. 29
Van Waerwyck J. C. J. L.	Mar. 29	
Monteagle	C. P. O. S.	Mar. 30
Charlton Hall	B. L.	Mar. 31
Tacoma M.	O. S. K.	Mar. 31
Tosa M.	N. Y. K.	E. Mar.
Tacoma M.	O. S. K.	Apr. 1
Shinyo M.	T. K. K.	Apr. 1
Siberia M.	T. K. K.	Apr. 1
Eldridge	A. L.	Apr. 2
Kaga M.	N. Y. K.	Apr. 2
Khiva	P. & O.	Apr. 3
Arabia M.	O. S. K.	Apr. 6
Genoa M.	N. Y. K.	Apr. 7
E. of Asia	C. P. O. S.	Apr. 8
Jason	B. L.	Apr. 10
Grace D.	R. D. Co.	July 18
Crosskeys	A. L.	June 4

## JAPAN, COAST PORTS, ETC.

Lokang	J. M. Co.	Mar. 18





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Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR  
AND  
EASTERN & AUSTRALIAN LINES.**

(COMPANIES incorporated in ENGLAND)

TO

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDES, MAURITIUS, EAST & SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND  
& QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.

SAILINGS

PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong Kong (about)	Destination
BANCA (Cargo)	6,000	28th Mar.	Marseilles, London and KHLVA
	9,000	4th April.	Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

ARRATOON A.	4,500	29 Mar., 1 p.m.	Calcutta via Singapore, Penang & Rangoon.
ST. ALBANS	4,500	28th Apr.	Sandskan, Thursday 18, Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI &amp; JAPAN.

MADRAS	7,000	21st Mar.	Shanghai & Kobe.
NORE	6,700	2nd Apr.	Shanghai & Kobe.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 x 12 x 8 ft. X 1 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc. apply to  
MACKINNON, MACKENZIE & CO.,  
22, Des Voeux Road Central. Agents.

**N. Y. K.**  
**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA via Shanghai &amp; Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

FUSHIMI MARU ..... Wednesday, 17th Mar. at 11 a.m.

TAJIMA MARU (Calling Manila) Sunday, 21st Mar.

KATORI MARU ..... Tuesday, 13th Apr. at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez Port Said &amp; Marseilles.

SHIDZUOKA MARU ..... Friday, 19th Mar. at noon.

KAGA MARU ..... Friday, 2nd Apr. at noon.

HAMBURG, LONDON &amp; ANTWERP via Singapore, Colombo, Suez and Port Said.

DAKAR MARU ..... End of April.

TSUYAMA MARU ..... End of April.

LIVERPOOL &amp; MARSEILLE via S'pore, C'bo, Suez &amp; Port Said.

TOBA MARU ..... Beginning of April.

WAKASA MARU (Calling Genoa) Beginning of May.

SYDNEY &amp; MELBOURNE via Manila, Zamboanga. Thursday Island, Townsville &amp; Brisbane.

TANGO MARU ..... Sunday, 28th Mar. at 11 a.m.

NIKKO MARU ..... Wednesday, 21st Apr. at 11 a.m.

NEW YORK &amp; HAVANA via Kobe, Yokohama, Muroan, San Francisco, Panama &amp; Colon.

TOTTORI MARU ..... Wednesday, 17th Mar. at 4 p.m.

GENOA MARU ..... Wednesday, 7th April.

SOUTH AMERICAN PORTS via Cape.

TOSA MARU ..... End of March.

BOMB Y &amp; CO OMBÖ via Singapore.

SHINYO MARU ..... Saturday, 29th March.

SHINZU MARU ..... Friday, 2nd April.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

HAKODATE MARU ..... Sunday, 28th March.

RANGOON MARU ..... Friday, 2nd April.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

NIKKO MARU ..... Tuesday, 23rd Mar. at 11 a.m.

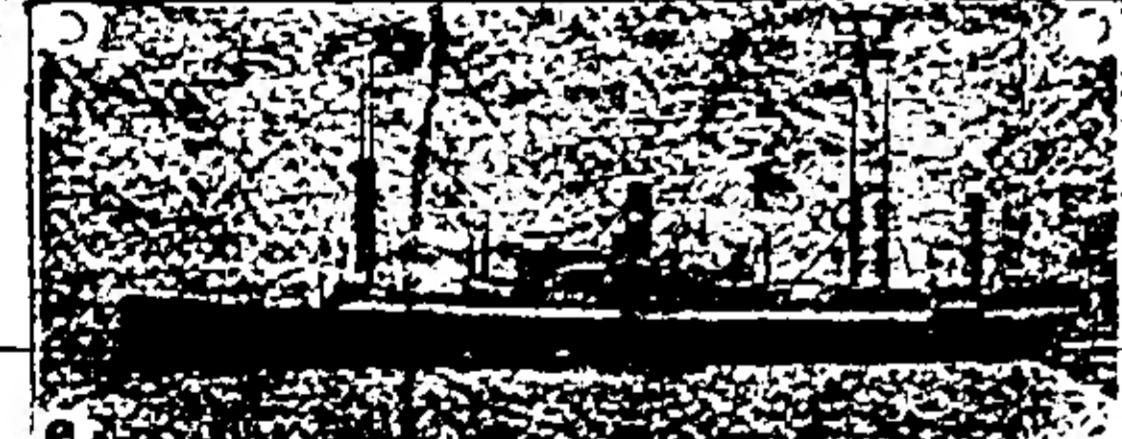
SHANCHAI, KOBE &amp; YOKOHAMA

TAMBA MARU ..... Thursday, 25th Mar. at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 &amp; 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN

Regular Fortnightly Service between  
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tjitaroem	Java	in port	20th Mar.	—
Tjibodas	Java	20th Mar.	25th Mar.	Shanghai.
Tjipanas	Java	21st Mar.	25th Mar.	Saigon.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passenger. All steamers carry a duly-qualified-surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

**JAVA PACIFIC LIJN.**

Next Sailing for SAN FRANCISCO.

S.S. "TJISONDARI"

on or about 2nd of April.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lij.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

**O. S. K.**

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly

direct service via Singapore and Port Said.

"ANDER MARU" ..... Monday, 22nd March.

"HAVANA MARU" ..... April. (Call Marseilles)

"HAYRE MARU" ..... May. (Call Marseilles)

CENOA &amp; BOMBAY—Monthly service. Taking cargo on through

Bills of Lading with transhipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and

Cape Town via Singapore.

"TACOMA MARU" ..... Thursday, 1st April.

BOMBAY &amp; COLOMBO—Regular fortnightly service via S'pore.

"SAIGON MARU" ..... Friday, 19th March.

"GANGES MARU" ..... Wednesday, 24th March.

"BURMA MARU" ..... Saturday, 10th April.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Islands.

"KOSOKU MARU" ..... Friday, 2nd April.

SAIGON, BANCA &amp; SINGAPORE—Regular Monthly Service.

"UNNAN MARU" ..... Thursday, 1st April.

VICTORIA &amp; VANCOUVER—Tacoma via Manila, Keeling,

Shanghai, Nagasaki, Moji, Kobe, Yokkaichi &amp; Yokohama.

"ARABIA MARU" (Call Shanghai) Tuesday, 6th April.

"MANILA MARU" (Call Shanghai) Tuesday, 20th April.

KEELUNG via SWATOW &amp; AMOY—These steamers

have excellent accommodation for 1st and 2nd class

saloon passengers and will arrive at and depart from the

O. S. K. wharf, near the Harbour Office.

"KAIJO MARU" ..... Sunday, 21st March.

AKAO via SWATOW &amp; AMOY.

"SOSHU MARU" ..... Thursday, 25th March.

JAPAN PORTS—Moji, Kobe, Yokkaichi &amp; Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

**AUSTRALIAN  
ORIENTAL LINE.**

HONGKONG TO PHILLIPINES & AUSTRALIAN PORTS.  
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	24th March.	29th March.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield &amp; Swire.

Telephone No. 36.

Agents.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

**JAPAN, CHINA & STRAITS**

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON & ANTWERP	"CITY OF NORWICH"	27th April.
LONDON	"KAZEMBE"	25th May.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD., General Agents.

or to REISS &amp; Co. Canton.

General Agents.

Telephone No. 36.

Hongkong Mar. 18, 1920.

Agents.

**COASTAL SHIPPING.**

**INDO CHINA STEAM  
NAVIGATION CO., LTD**

SAILINGS SUBJECT TO ALTERATION.

Destination Steamer Sailing

MANILA via Swatow...Loongsang Fri. 19th Mar. at 3 p.m.

SHANGHAI ..... Kwongsang Sun. 21st Mar. at d'light.

TIENTSIN ..... Chipshing Sun. 21st Mar. at d'light.

HAIPHONG via Hoihow Taksang Sun. 21st Mar. at 8 a.m.

STRAITS &amp; CALCUTTA ... Laisang Tues., 23rd Mar. at 3 p.m.

KOBE ..... Fooksang Thur. 25th Mar. at 5 p.m.

SANDAKAN ..... Hinsang Sat. 27th Mar. at noon.

# PETROGRAD- THE UNIQUE



An Intimate Sketch of This Remarkable Russian City—  
The Home of the Bolsheviks.

Copyright, 1920, The International Syndicate.

PETROGRAD or St. Petersburg as it was known before the war, is just now in the public eye more than at any other time of its history. It is the center of the Bolshevik movement, now in control of the illiterate people. The city is very different in aspect and architecture from the Russian cities and especially unlike Moscow, where the Oriental still holds sway and makes his impress upon the entire complexion of the city. But Petrograd was built for communication with Europe and its founder had in mind a city which should symbolize commerce with the countries to the west of Russia. Peter the Great had lived in other European countries, learning their trade methods and aspirations and it is not surprising that when he planned a city, considering his purpose, it should resemble the modern cities of Europe, rather than be patterned after the older ones of his own country.

Petrograd is a new city as Russian cities go, and in 1703 Peter the Great laid the foundations of the fortresses of St. Peter and St. Paul as the nucleus of the future capital. The foundation of that city marked a revolution in the history of Russia, as it signified a definite place among the Baltic powers by the Russian Empire and its entrance upon the stage of Western politics as well as in the commercial world.

Founded By Peter the Great Peter the Great allotted fifty square versts (Russian miles) for the site of the city. The chief street was known as the Nevsky Prospekt which takes its name from the River which divides the city. This street is the Broadway of Petrograd and is three miles in length. According to a well-edited book, it has built it and peopled it as known Russian historian the city had a circumference of twenty-four miles. After a time the city became a great

as early as 1784. The city is built upon absolutely flat ground, much of it being made around. Its climate is bad for it is extremely cold in winter with snow covered streets from October until June while its summers are short, damp and very hot. Cholera in summer is nearly always an annual visitor and the wealthier part of the population betake themselves to summer homes on the islands of the Neva which make up a part of the city. The Neva frequently overflows and the prisoners in the prison of St. Peter and St. Paul have been drowned in their cells in summer during the rains while others have frozen to death during the winter.

In fact there are so many disagreeable things about the climate of Petrograd that there is a legend which tells that the devil told Peter the Great to select this place and by so doing he would become great as it would drive many people to him (the devil), and that he would repay Peter for his souls. With his accumulated persistence Peter proceeded to build the city and supervised the work himself as soon as suitable quarters were erected he had the court moved from Moscow. Then he ordered thousands of peasants to come to the city and build homes for themselves. A special tax was imposed throughout the Empire to meet this expense. A scarcity of building stone caused the issue of an order that no stone must be used for building in any other part of the Empire until the capital was completed. He next compelled all men who owned over 500 serfs to build homes in his new city which accounts for the beautiful residences along the Neva. So after all he not only found

commercial center and was up to the beginning of the present war; it became as fashionable to live in Petrograd as that at the end of the eighteenth century its population numbered 200,000.

During the reign of Alexander I the marshes were drained and the population doubled. When Nicholas I came to the throne he had it connected by railways with all the important parts of the Empire and many cities of Europe as well. Pretty soon it became an educational center and the hundreds of students who flocked to its educational institutions imbibed certain knowledge which was not good for them and brought out a sort of club of anarchists, many of whom have from time to time come to the United States and given us little trouble.

The city has many interesting sights and while even in the pre-war days was never popular for tourists, those who did visit it were well repaid for their discomfit, for the hotel had good food, but the sleeping accommodations were uncomfortable and the plumbing unsanitary to the last degree. But even on the food question the city was unique for even before the war one was compelled to pay for cents for a cup of bad coffee while the best tea could be obtained for about three cents per glass. This beverage was always drunk from glasses never from cups.

#### Great Churches

As in every Russian city the churches are perhaps the most costly edifices of the place and in Petrograd St. Isaac's Cathedral, the Cathedral of Kazan and the wonderful church built in memory of the Czar Alexander II, who was assassinated in 1881.

monoliths.

In fact the monoliths of Egypt are not more remarkable.

Four of these huge columns

each sixty feet high sustain the four porches of the Cathedral of St. Isaac, while fifty-six columns of granite from Finland support the Kazan Cathedral. These two churches have interiors in which malachite, lapislazuli, gold and precious stones are heaped together. Great ikonostases are all about where people pray and with superstitious reverence have kissed the gold away from many of the sacred icons. One stands in awe at the hugeness of this church and the barbaric magnificence of its decoration. The great church is gradually sinking although it cost a fabulous sum of money to sink piles for the foundation. This is, of course, owing to the enormous structure being built upon made ground.

The Kazan Cathedral was built after a model of St. Peter's at Rome, although it is much smaller. Its interior decoration shows the same barbaric splendor. It is best known to the American Embassy, which is one of the few owned by our government.

Before the war it was so difficult to get a suitable building for our American Embassy that it was finally decided to purchase an elegant brown stone building near the Russian Government buildings. During the present unsettled condition Ambassador Francis has spent little of his time in this building which is in the midst of some of the wildest scenes.

The church in memory of Alexander II is one of those beautiful buildings with many domes which are a perfect riot of color, beautiful blues, delicate pinks intermingled with gold and magnificent mosaic pictures.

It is

more Russian than either of the other

churches and wonderfully artistic in its makeup.

liths of great size. This museum

was when Catherine II had part of the building erected in which to keep a small number of treasures she had collected and it gradually grew into this great museum.

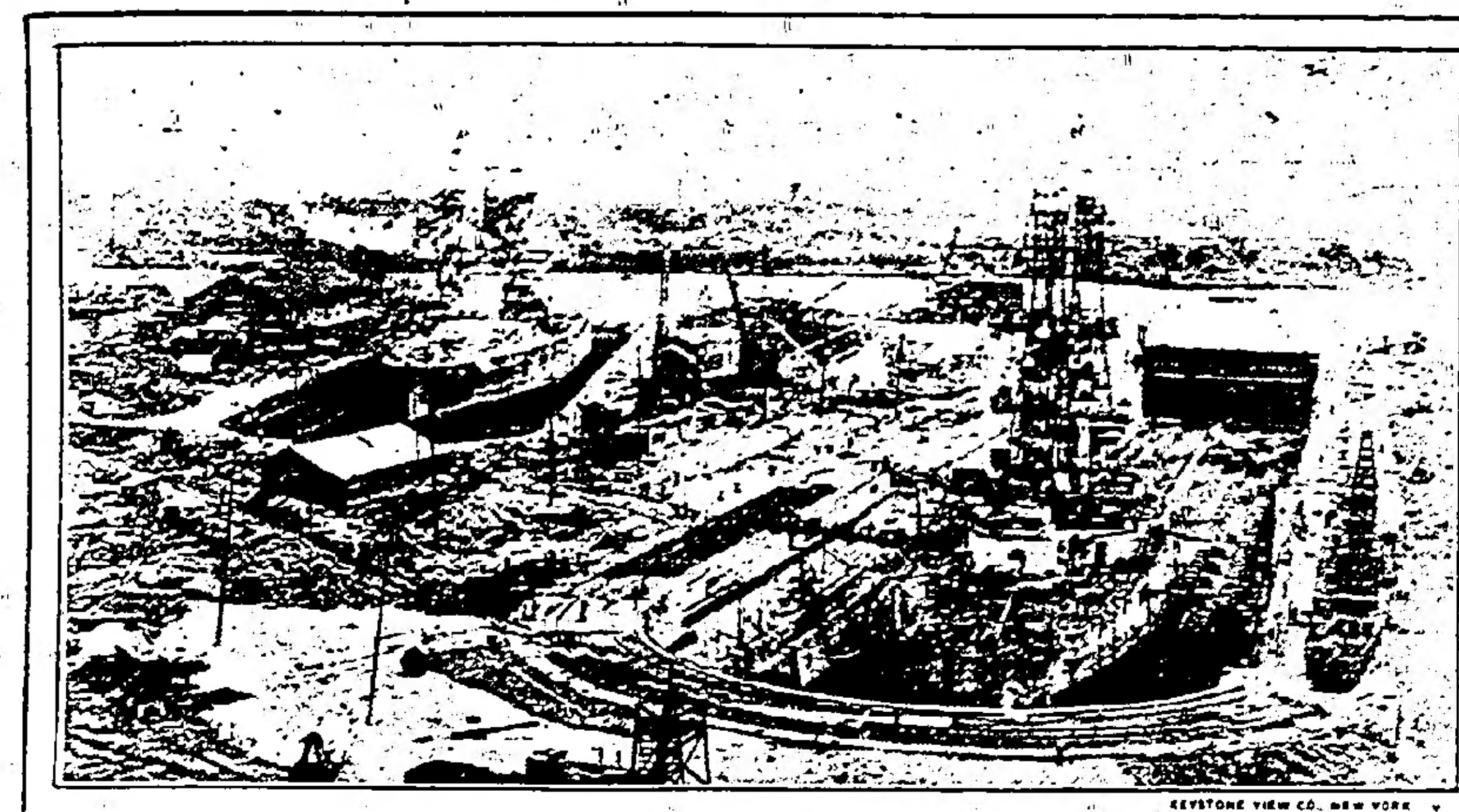
#### The American Embassy

Famous Statue

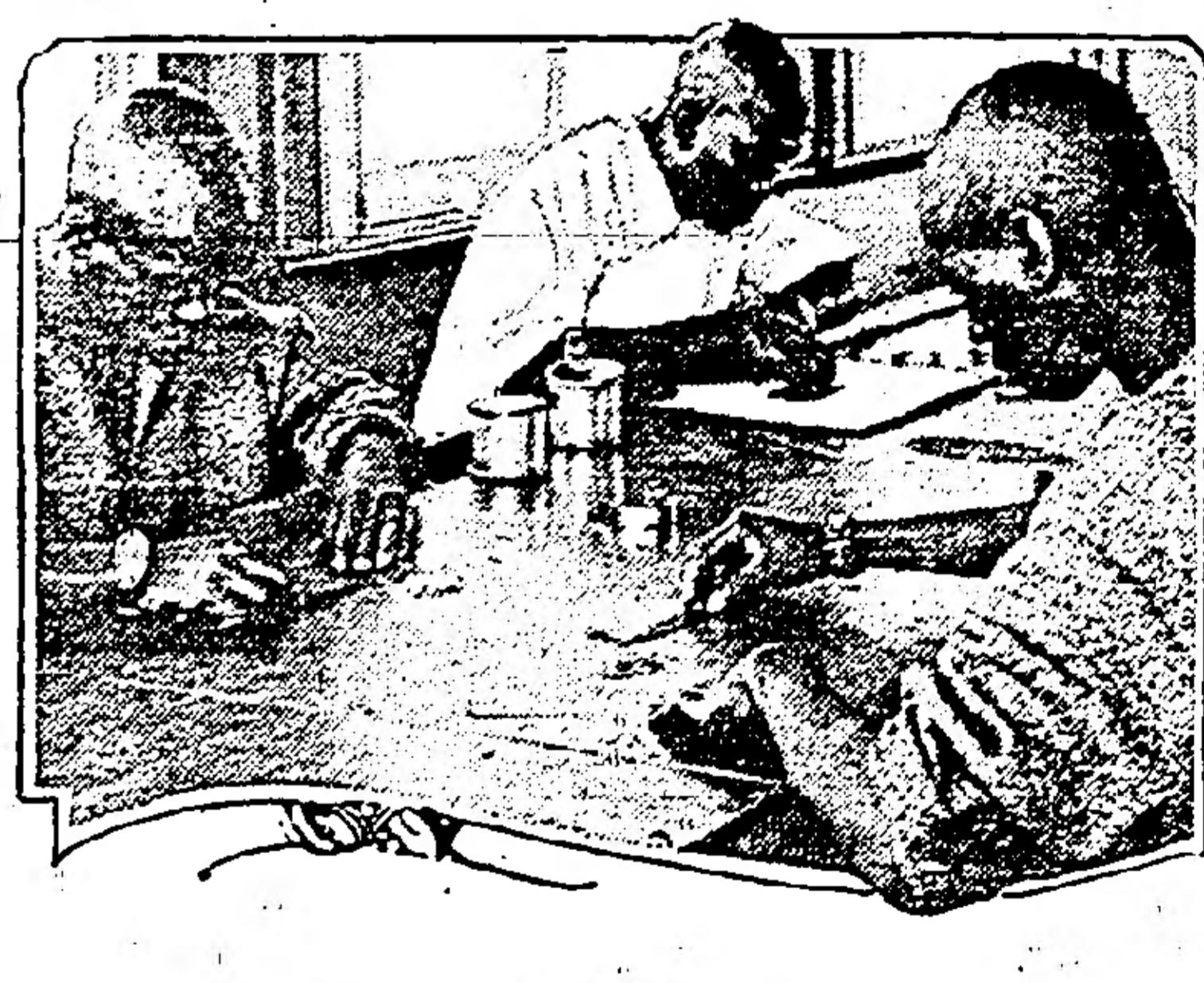
Petrograd is rich in statuary and beautiful bridges which cross themselves in the manner used by the Greeks and entirely different from that of the Roman Catholic. This, however, does not prevent them from getting into a quarrel or a fight immediately afterward, so after all it seems that all this religious effort is a mere superstition. While there are many educational institutions in Petrograd the larger parts of the population are ignorant and unwashed, the latter word being meant in the literal sense for outside of the real high class Russian the people of the entire Empire are anything but clean and attractive, yet they deserve a better fate than what is being meted out to them.



Belgian students resuming study on the reopening of the famous University of Louvain.

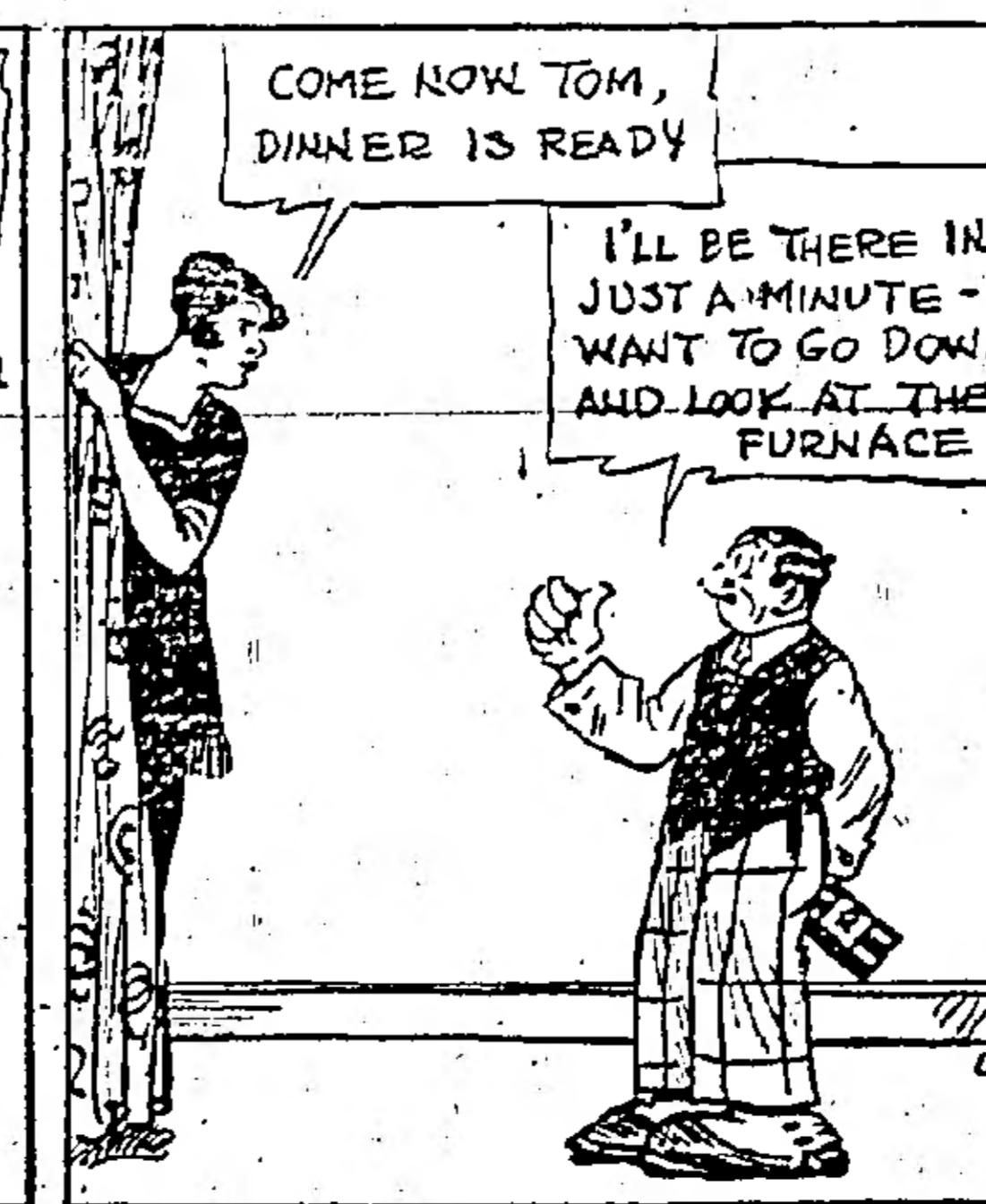


Two U.S. battleships in the newly-built dry docks at Norfolk.



Natives sorting diamonds in South African mining district.

#### DOINGS OF THE DUFFS



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Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAIls.

Shanghai—Per SHANTUNG, 19th Mar.  
Straits—Per SANTHIA, 20th Mar.  
Straits—Per MADRAS, 21st Mar.  
Australia & Mania—Per NIKKO M., 22nd Mar.  
Japan—Per SHINYO M., 24th Mar.  
Bombay and Straits—Per TEN-SHIU M., 30th Mar.

## OUTWARD MAIls.

TO-MORROW.  
Java & Port Moresby via Batavia—Per BORNEO M., 19th Mar., 9 a.m.  
Honolulu, Canada, United States, Central & S. America and EUROPE VIA SAN FRANCISCO—Per ARCHER, 19th Mar., Reg. 9:15 a.m. Letters 10 a.m.  
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & EUROPE VIA MARS-SEILLES—Per SHIZUOKA M., 19th Mar., Reg. 9:45 a.m. Letters 10 a.m.  
Swatow, Amoy & Foochow—Per HAICHING, 19th March, noon.  
Philippine Islands—Per LOONG-SANG, 19th Mar., 2 p.m.  
Straits and Bangkok—Per TOYORA MARU, 19th Mar., 3 p.m.  
Japan via Nagasaki—Per BEN-AVON, 19th Mar., 4 p.m.  
Philippine Islands—Per TEEN-FING ON, 22nd Mar., noon.  
Straits, Bangkok & Egypt—Per ANTILOCHUS, 19th Mar., 5 p.m.

## PASSENGERS DEPARTED.

## EXCHANGE.

SELLING.	
I/T	4/10
Demand	4/10 1/4
30 d/s	4/10 1/4
60 d/s	4/10 1/4
4 m/s	4/10 1/4
I/T Shanghai	Nom.
T/T Singapore	208
T/T Japan	198 1/2
T/T India	208
Demand, India	208
T/T San Francisco & New York	92
T/T Java	228 1/2
T/T Marks	Nom.
T/T France	12.00
Demand, Paris	—

## BUYING.

4 m/s. L/C	5 1/4
4 m/s. D/P	5 1/8
6 m/s. L/C	5 1/4
30 d/s. Sydney and Melbourn	5 1/4
30 d/s. San Francisco & New York	93 3/4
4 m/s. Marks	Nom.
4 m/s. France	12.50
6 m/s. France	12.65
Demand, Germany	—
Demand, New York	92 1/2
T/T Bombay	208
Demand, Bombay	—
T/T Calcutta	208
Demand, Calcutta	—
Demand, Manila	178 1/4
Demand, Singapore	208
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.
Sovereign	4.05 Nom.
Gold leaf per Tael	29.40
Bay Silver, ready	65 1/4
Forward	66

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## TO-DAY'S SHARE QUOTATIONS.

## OFFICIAL PRICES.

## Banks.

H.K. & S. Banks b. \$415  
Marine Insurances.

Cantons b. 415  
North China b. t. 160

Unions b. 181 s. 185 sa. 185

Yangtze b. 210

Far Easterns b. t. 19

Fire Insurances.

China Fires b. 188

H.K. Fires b. 390

Shipping.

Douglas b. 88

H.K. Steamboats b. 20

Indos (Pref.) b. 20

Indos (Def.) b. 208

Shells b. 255

Ferries b. 246 n. 25

Refineries.

Sugars s. 230

Malabons s. 43

Mining.

Kailans n. 161 1/2

Langkats n. t. 161 1/2

Shanghai Loans n. t. 161 1/2

Shai Explorations.

Raubs b. 1

Tronhs b. 55

Ural Caspians b. 30

Docks, Wharves, Godowns, &c.

H.K. Wharves s. 85

K. Docks b. 154

Shai Docks b. 117

N. Engineerings b. t. 30

Lands, Hotels & Buildings.

Centrals s. 107

H.K. Hotels b. 130

L. Invest. n. 107

H'phreys Est. b. 7

K. Ioon Lands n. 50

L. Reclamations n. 133

West Points n. 58

Cotton Mills.

Ewos n. t. 615

Kung Yiks b. 60

Lau Kung Mows n. t. 425

Orientals n. t. 285

Shai Cottons n. t. 365

Yangtszeops n. t. 40

Miscellaneous.

Cements b. 7 1/4 s. 73 1/4

China Borneos n. 17

Do. Lightold sa. 7 1/4 new b. 5 1/4

China Providents b. 7 1/4

Dairy Farms b. 21 1/4 as. 22

Electrics H.K. s. 88 c.r.

Electrics Macao n. 34

Hongkong Ropes s. 26

H.K. Tramways s. 6 1/4

Peak Trams, old sa. 6.90 & s. 80 cts.

Do. new n. 80 cts.

Steam Laundries b. 3 1/4

Steel Foundries n. 10

Water-boats b. 11

Watsons s. 6.20

Wm. Powells b. 15

Wisemans b. 27 1/2

Hongkong, Mar. 18, 1920.

## WEATHER REPORT.

March 18th, 20m.—No return from Japan and Vladivostok. Changes of pressure and distribution since yesterday are everywhere slight.

Fresh to strong monsoon will prevail over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 4.03 inches. Total since January 1st, 4.03 inches, against an average of 4.64 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast

1 Hongkong to Gap Rock. N.E. wind. 15°.

2 Formosa Channel. The same as No. 1.

3 South coast of China between H.K. and Lamotck as No. 1.

4 South coast of China between H.K. and Hainan as No. 1.

T. F. CLAXTON, Director.

Hongkong Observatory, Mar. 18, 1920.

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